

VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE SPECIFICATION -

At page 6 line 14 amend line to read,

A cradle [56] 14 disposed within housing 54 rigidly holds wheel 54 in place.

## REMARKS

The title has been changed and shortened. As to the drawings, the comments of the Examiner are not understood. Character 56 seems to refer to the fixed magnet, designator 12 is a wheel, designator 38 is the bike seat; while "48" is the rear frame per Fig. 2, and 27 is the rear derailleur. Character 24 appears to the writer to refer to the bearing not character 27. Character 54 is the housing per FIGURE 5.

It may be that there are typographical errors, but the use of a single multi digit number to refer to more than one part in the drawing is not seen. Further explanation is requested.

The reference to the derailleur for character 26 is not seen.

The seat only appears in FIGURE 2 and is marked as #38; while 12 is the front wheel in the same view.

In response to the Examiner's comments regarding claim 4 paragraph (A), his question is not understood. It does not appear to the undersigned that the same part is located at a multiplicity of spots as the Examiner has philosophized. Explanation is requested.

Let us turn now to the references.

**MIEKKA** does NOT disclose coupling a dynamo to an intermediate hub. His front wheel has magnets, and if a dynamo is coupled, it is coupled to a first hub not an intermediate one. The term INTERMEDIATE in the lexicon of counsel means "interposed" or in between. Such is not the case with **MIEKKA**.

The comment regarding FIGURE 2 of **CHENG-YON** appears correct in that a bicycle dynamo is disclosed.

The **OLSEN** patent pertains to a motor for a bicycle as the Examiner has indicated. The charger stated as 610 by the Examiner is in fact a "connector" 610 per column 6 line 43.

It is seen therefore that the premise of the rejection is in error and should be withdrawn. Apparently the Examiner is of the belief that applicant is designing a bicycle but such is not the case. Applicant has designed a battery charger for the battery.

The whole concept of "enhanced power dynamics" has nothing to do with the invention at hand. The ultimate purpose of the combination of the first two references is not seen with **OLSEN**, other than in a non-related use per column 2 lines 39-51.

Referring again to column 6, if a battery charger is connected to the battery, the battery can be recharged. Any recharging occurs when the bike coasts downhill. See column 6 lines 59-

65. But applicant's bike does not move from a stationary environment. Thus the application of such concepts as a teacher of applicant's activity is incorrect.

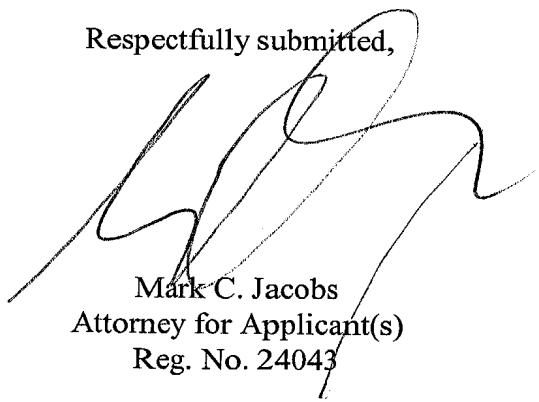
As to claims 13 and 14 the premises recited by the Examiner to reach the point of joining **YANG** to the combination are incorrect. Again 610 in **OLSEN** is a connector for an unseen battery charger, not a charger per se.

The purpose of the stand for **YANG** is different from the purpose of the stand for applicant. Thus this teaching has no relevance.

Again the Examiner speaks of power dynamic enhancement. This has no relevance to applicant. The concept of this application is to provide an emergency situation battery charger, for use in times when electricity is unavailable due to interruption, or is nonexistent. It is a simple invention not interpreted by the multi reference rejection of the Examiner, nor is the invention obvious therefrom. This invention is perfect for persons residing in remote areas and in underdeveloped countries.

While counsel is of the belief that the claims are allowable as presented, he is not wedded to this specific claim language. Thus should Examiner determine that some minor changes are required in order to press the case to issue, he is urged to contact counsel in California at (916) 485-5000 for discussions concerning a possible Examiner's amendment.

Respectfully submitted,



Mark C. Jacobs  
Attorney for Applicant(s)  
Reg. No. 24043